

November 21, 1917

THE ILLUSTRATED WAR NEWS,  
NOVEMBER 28, 1917.

EACH NUMBER COMPLETE IN ITSELF.

New Series.—PART 77

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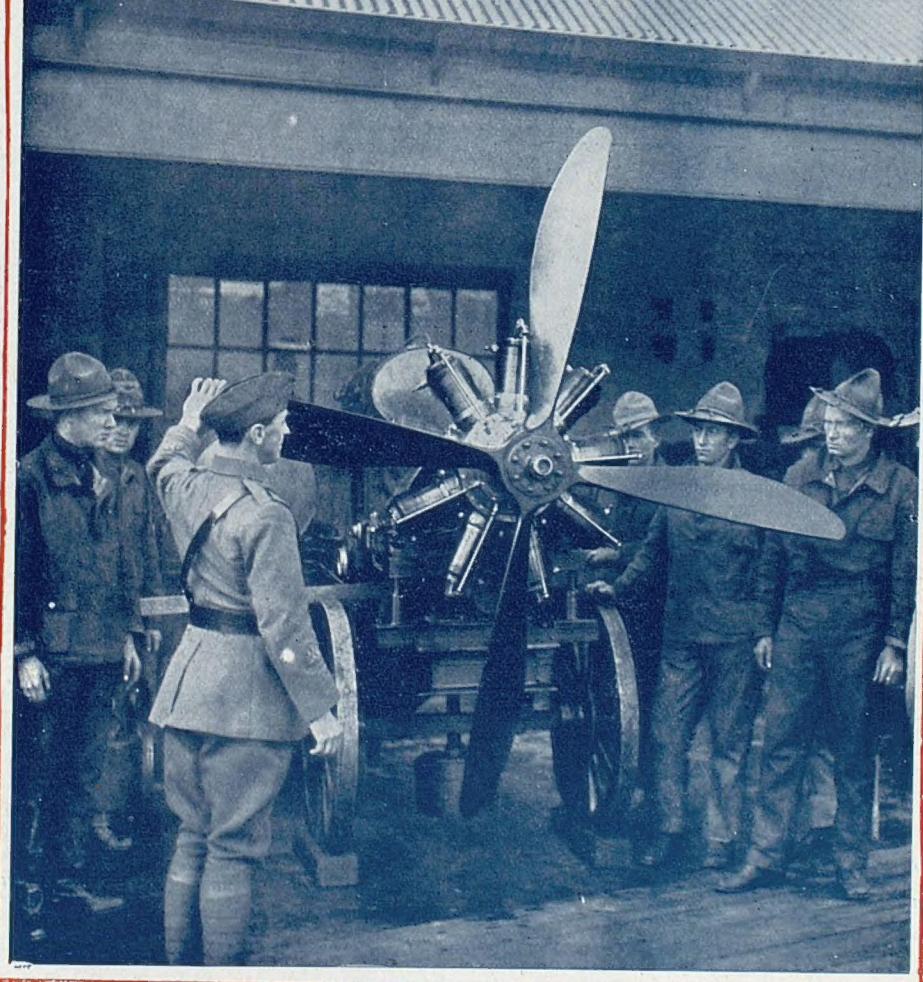
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November 28, 1917

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Nov. 21, 1917

The enemy, in fact, that Sir Stanley Maude is positions to the best.

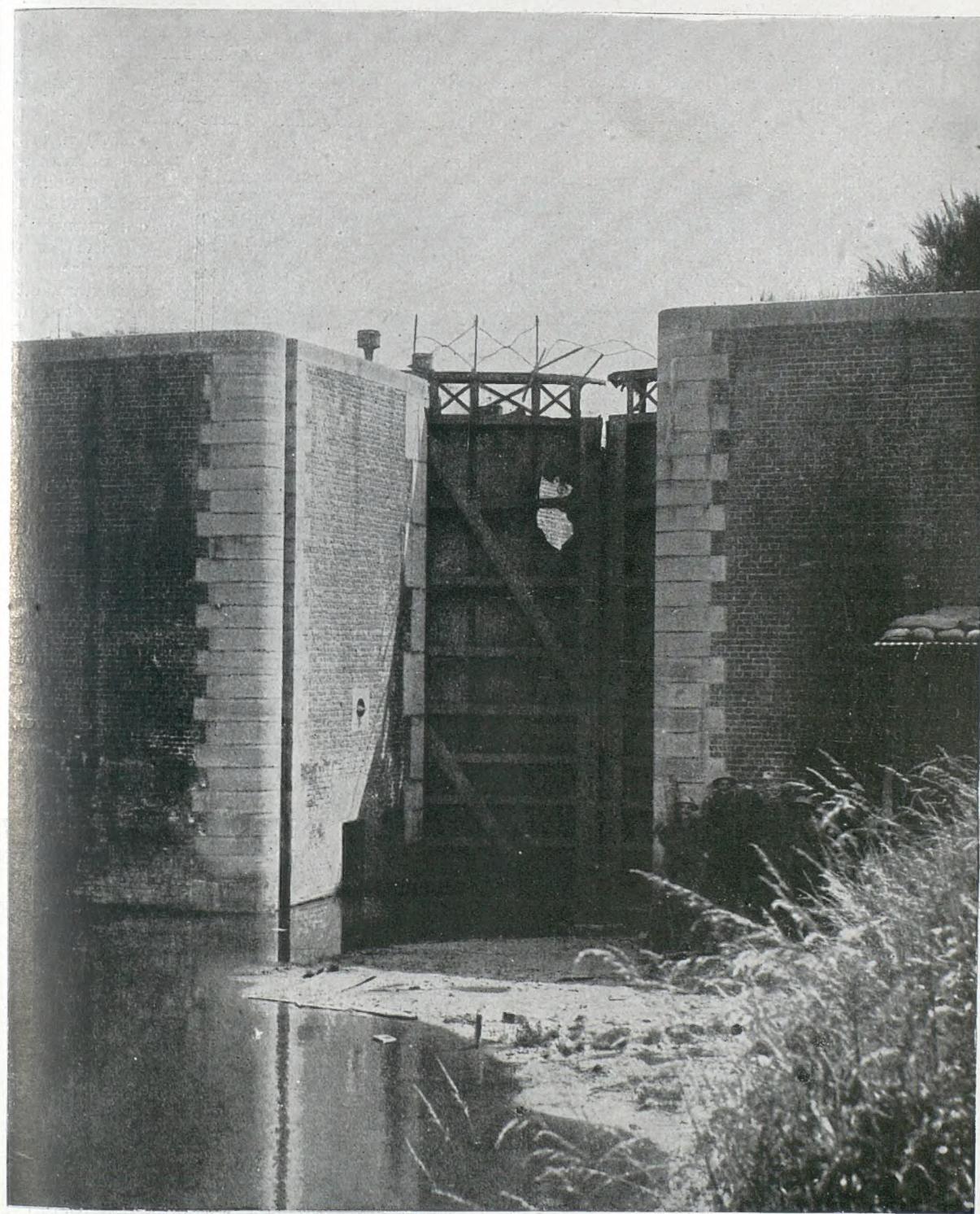
of British captures on fronts since the beginning of the war are worthy attention. Prisoners, 1,000; guns, 800; territory, 128,000 square miles. Since July 1 we have captured on the Western front 534 prisoners and 519 guns. During the latter period we have taken from Turks 30,197 prisoners and 186 guns.

One large steamer sunk the week ending Nov. 11 is the best proof yet given our gradual conquest of submarine. A British destroyer and a monitor have been sunk in action off the Palestine coast.

Further heavy captures of material and many enemy surrenders are reported from East Africa, where the campaign goes at a rapid and even pace.

Last week M. Venizelos paid a visit to London. He paid the Allied Embassies on the 16th he was publicly meeting held at the

# The Illustrated War News



WITH THE WATER NEARLY DRAINED OFF: A LOCK ON THE YPRES CANAL.

Photograph by Canadian War Records.



SOLDIERS' DUG-OUT.

Mr. Balfour, Lord Curzon, and other cordial tributes to the  
LONDON: Nov. 17, 1917.

## THE GREAT WAR.

**BYNG'S GLORIOUS SURPRISE—TANKS' TRIUMPH—JOY BELLS—CAMBRAI ENVELOPED—THE CAVALRY ONCE MORE—FRENCH OPERATIONS—ITALY'S ORDEAL—STIFFER RESISTANCE.**

THE days which immediately preceded General Byng's extraordinary movement against the Hindenburg line, an event which at length set St. Paul's bells ringing, were occupied with fighting of the kind which marks a so-called "uneventful"

period, although we have long known that that term is only relative. Frequent raids and artillery activity were reported from the east of Arras, and the enemy's guns were particularly busy upon our positions at Passchendaele, Langemarck, and south of the Polygon Wood. In these operations, Lancashire, Highland, and Berkshire troops had already carried some further portions of the German defences north of Passchendaele, and had taken some prisoners. On the 19th there was still

further improvement on the same ridge, where hostile attacks were repulsed north-east of Polygon Wood, and formations massing to attack were caught and dispersed by machine-gun fire south-east of Poelcapelle. There were also patrol

encounters east of Armentières. The British official communiqué of the 20th gave rise to a certain amount of speculation. The scene of the principal activity had suddenly shifted to the long-quiescent sector between St. Quentin and the Scarpe; but beyond the mention of these places Sir Douglas Haig vouchsafed few par-

ticulars. He spoke of a series of operations with satisfactory results, and the capture of a considerable quantity of material. That something important was afoot was plain, however,



ON THE BRITISH WESTERN FRONT IN FLANDERS: GUNNERS HUSTLING A FIELD-GUN FORWARD THROUGH A CEMETERY DURING ACTION.

Official Photograph.



ON THE BRITISH WESTERN FRONT IN FLANDERS: AN AMMUNITION SUPPLY-COLUMN PASSING THE GUN-POSITION OF ONE OF OUR HEAVY BATTERIES.—[Official Photograph.]

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the same ridge, where north-east of Polygon assing to attack were machine-gun fire south- were also patrol encounters east of Armentières. The British official communiqué of the 20th gave rise to a certain amount of speculation. The scene of the principal activity had suddenly shifted to the long-quiescent sector between St. Quentin and the Scarpe; but beyond the mention of these places Sir Douglas Haig vouchsafed few par- series of operations and the capture of a material. That some- t was plain, however,

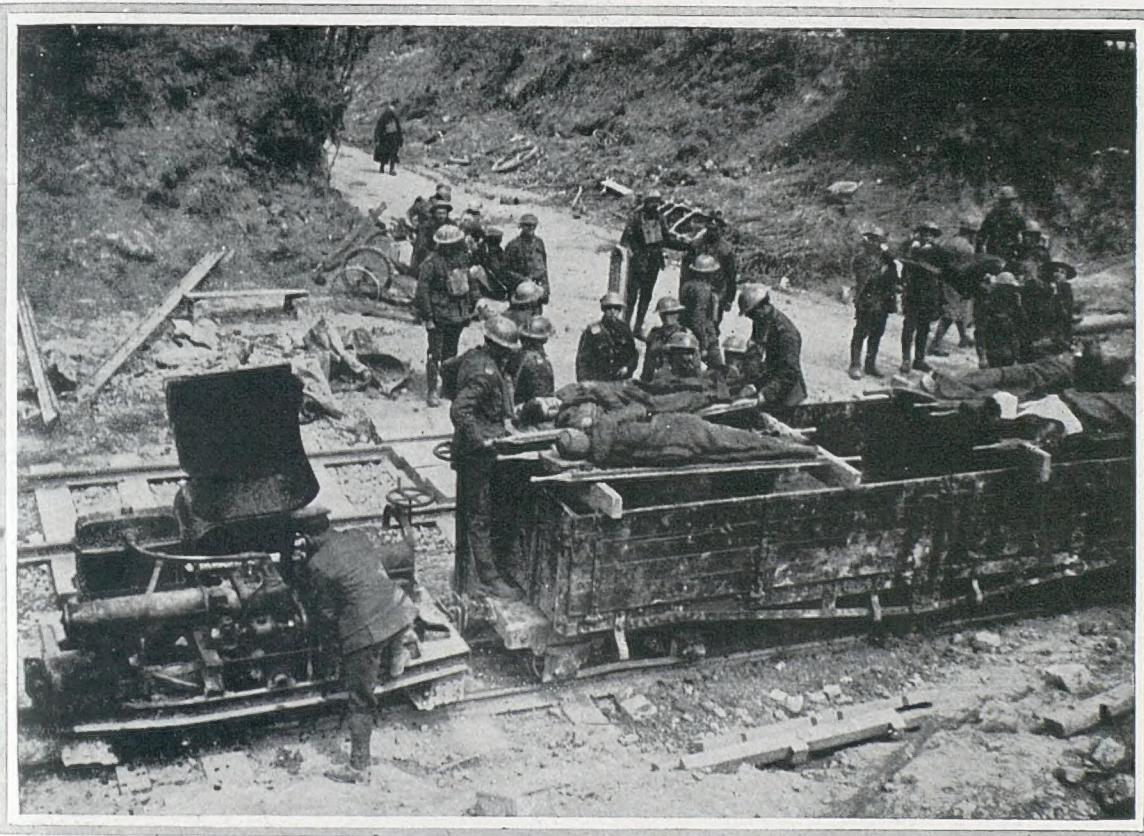


SSING THE GUN-POSITION

Nov. 28, 1917

from the betraying German communiqué, which admitted a strong attack towards Cambrai and a British gain of ground. "Our counter-measures," the German message concluded, "are in full swing." The precise direction of the swing was to be further revealed by the further communications from our side. Mid-day on the 21st did not bring the usual communiqué from Sir Douglas Haig, and in the news-centres of London, more especially in the Stock Exchange and places where they talk, expectation rose to almost fever-pitch. Two o'clock drew near, and still no word. Between two and three, however, the noon report appeared, and it was worth waiting for. The

depth and strength. Merrily the tanks trod the wire down, grinding great gaps in the defences, through which English, Scottish, and Irish regiments swept over the enemy's outposts, and stormed the first defensive system of the Hindenburg line on the whole front. This done, both tanks and troops pressed on to the Hindenburg support line. Bonavis and Lateau Wood, Lavacquerie and the formidable spur known as Welsh Ridge, were taken after stiff fighting by East County troops. English county regiments stormed Ribecourt, and cleared Coutelai Wood. Highland Territorials, crossing the Grand Ravine, entered Flesquières and Havrincourt; while the



A LIGHT RAILWAY ON THE BRITISH WESTERN FRONT DOING RED CROSS SERVICE: LOADING UP A TRAIN WITH WOUNDED.

The light railways bring up stores to the front lines, and, on emergency, take back wounded on stretchers.—[Official Photographs.]

brief mention of St. Quentin in the previous day's report had foreshadowed an operation of the first magnitude. The success was in itself sufficient to dispel the depression of the Italian misfortune; but it had the added charm of novelty in method, and in progress that was reckoned by miles where for months we had been well content with yards. On the morning of the 20th the Third Army, under the command of General the Hon. Sir Julian Byng, attacked between St. Quentin and the River Scarpe. The great new feature of the fight was the absence of artillery preparation. This took the Germans completely by surprise. Instead of a hail of shells, the enemy beheld a huge fleet of tanks waddling quietly forward through his laborious wire entanglements, which were of great

German trench system to the north fell to the West Riding Territorials. Ulster battalions on the left flank went northwards up the west bank of the Canal du Nord. The advance continued, and rapid progress was made at all points. English, Scottish, Irish, and Welsh battalions, securing the crossings of the canal at Masnières, captured Marcoing and Neuf Wood. The West Riding troops surged east from Havrincourt and the canal, taking on their way Craincourt and Anneux, and, together with the Ulster troops, carried the whole of the German line northwards to the Bapaume-Cambrai Road. West Lancashires broke the enemy east of Epehy; the Irish seized important sections of the Hindenburg line between Baillecourt and Fentaine-lez-Croisilles.

The enemy flung fresh reinforcements forward in strong counter-attacks, which were defeated. An estimate of the day's prisoners exceeded 10,000, including 180 officers, one a General. There has as yet been no return of the guns taken. The absence of artillery preparation greatly helped the advance, as the troops were able to move over ground which had not been pitted with shell-holes. The cavalry came into action as the line was pierced, and charged batteries in the good old style. In the evening Byng gained Fontaine-Notre-Dame, three miles from Cambrai. Fighting continues.

From the 18th onward, the operations on the Aisne and the Meuse were of the kind which may be called routine, and the same applies to the

repulsed with serious loss to the enemy. On both banks of the Meuse the same day attempted attacks on small French posts were stopped by strong fire. The Griesheim Chemical Works, near Frankfort, one of the biggest in Germany, was blown up.

In our last article we were able to report the satisfactory stiffening of the Italian resistance. During the week the situation, though still critical, became gradually more encouraging. On the Piave, our Allies were able to prevent any further crossing. The world has watched with bated breath the Piave battle, upon which the fate of Venice depends. On the 21st the German official message could be read with hope by the Allies, inasmuch as it announced "no change in the



OPENED AT THE WHITE CITY BY MRS. LLOYD GEORGE, ACCOMPANIED BY HER MARRIED DAUGHTER, MRS. CAREY EVANS: A CANTEEN AT WHICH 4000 MEALS ARE SERVED FOR LUNCH.

Reading from right to left, the names are: Sir George Riddell, Mrs. Carey Evans, Mr. S. J. Waring, Mrs. Waring, Mrs. Lloyd George, Mr. G. A. Sawyer.—[Photograph by Topical.]

Champagne sector. On the 20th the enemy attempted an attack on the French positions north of the Caurières Wood, on a front of about five-eighths of a mile. The attack was, however, broken by fire, and the Germans reached the advance line over only a very small area. Such enemy troops as managed to gain a footing in the French advanced trenches were immediately driven out. On the same day violent artillery firing was reported from the French front in Belgium, from the new positions north of the Chemin des Dames, and on the right bank of the Meuse. On the 21st the French attacked a salient of the German line to the south of Juvincourt, west of the Miette, a tributary of the Aisne. Our Allies reached all their objectives. A counter-attack was

situation" on the Italian front. The 21st had seen intense artillery activity along the whole front; while on the coast the Navy and British monitors continued to harass the Austrians in the marshes at the mouth of the Piave. During the same period, in the region between the head-waters of the Brenta and the Piave, the enemy made three violent attacks upon Mount Perpica, but was repulsed with severe losses. The enemy is seeking a weak spot on that line which circles round from the mouth of the Piave north-westward to the head-waters of the Brenta, and so eastward to Asiago, whence the line turns in a slightly south-westerly direction towards Lake Garda. The Austro-German cannonade has been of the most terrific kind.

LONDON: Nov. 24, 1917.

#### DIRECTING THE

General the Hon. Sir J. J. 10th Hussars, with whom made a name for himself in the African War. He first served in the 3rd Cavalry Division in the retreat

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LONDON: NOV. 24, 1917.

## The Leader of the Victorious Third Army.

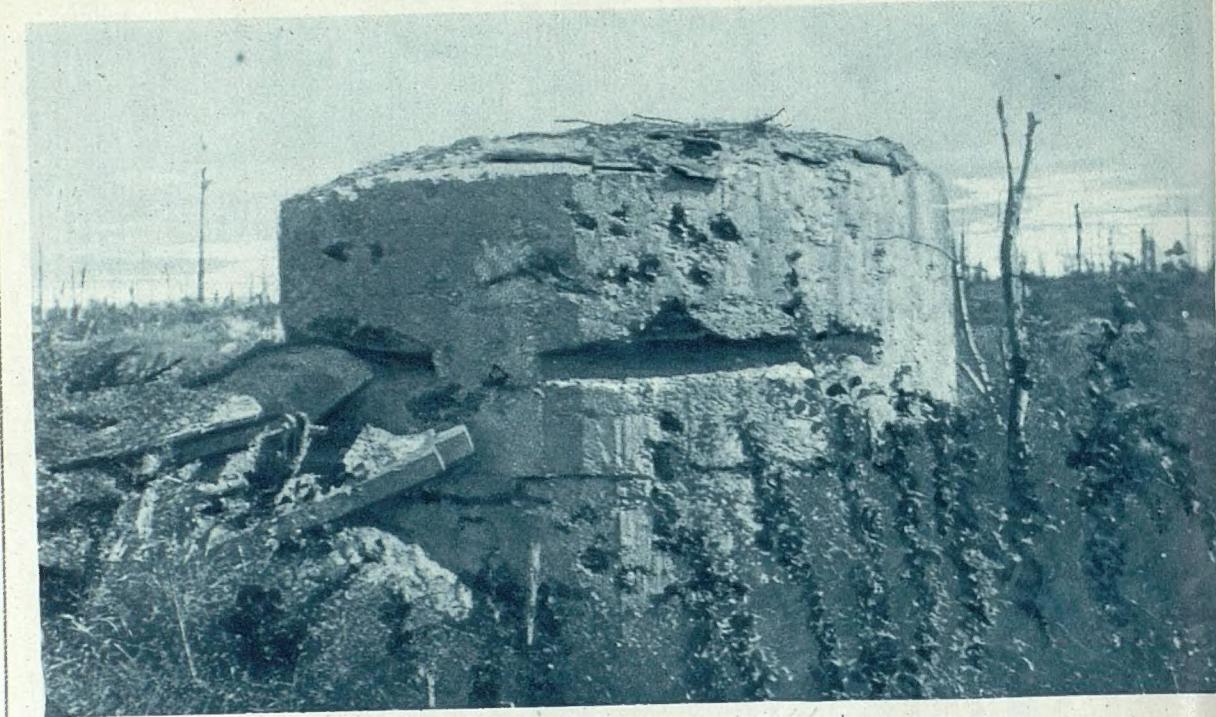


DIRECTING THE OPERATIONS WHICH BROKE THE HINDENBURG LINE: GENERAL SIR JULIAN BYNG.

General the Hon. Sir Julian Byng is a former officer of the 10th Hussars, with whom he served in the Soudan in 1884. He made a name for himself as a dashing cavalry leader in the South African War. He first served in the Great War as commander of the 3rd Cavalry Division, which took part with Rawlinson's 7th Division in the retreat from Antwerp to Ypres. In May 1915,

General Byng succeeded Sir E. Allenby in command of the Cavalry of the Army in Flanders. In August 1915, he took command of the Ninth Corps at Gallipoli. He returned to France in February 1916, to command the Seventeenth Corps, and after that he took command of the Canadians. He succeeded General Allenby in command of the Third Army last June.—[Photo, by Canadian War Records.]

## On the french front: German Concrete Construction.



## NOW IN FRENCH HANDS: A "PILL-BOX"; A CONCRETE AND STEEL-BAR-BUILT OBSERVATORY.

One can realise from the first illustration how our soldiers' name of "pill-box" came to be given to the smaller German field-defence "forts" which they found themselves confronted by on the battlefields of this autumn. The general shape of the "pill-box" seen answers to the descriptive appellation. The structure is embedded in the ground, and has its wide, horizontal loopholes

for machine-guns at surface-level. In the second illustration is exposed the construction method of most of the German concrete field-works; by means of closely fitted and cemented blocks, backed by an inner cagework of steel bars set in a prison-window pattern. Shell-fire has brought down the concrete facing, and the steel-frame backing is disclosed.—[French Official Photographs.]

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## On the french front: German Concrete Construction.



## BAR-BUILT OBSERVATORY.

ce-level. In the second illustration is method of most of the German concrete closely fitted and cemented blocks, work of steel bars set in a prison-window right down the concrete facing, and the used.—[French Official Photographs.]

## ON CAPTURED GROUND: A BOULDER, OR OLD MILESTONE-SHAPED WATCH-POST; A LOOK-OUT.

The upper illustration shows a small one-man trench-observation sentry-post by the side of a highway, the trees of which appear to be little the worse for the ravages of war. The concrete look-out "box" has its spy-hole, to keep the road and the ground beyond under watch. Incidentally, the use of concrete for so small an object suggests that the Germans have ample for all

purposes—wherever they get its materials from. The concrete observation-post also is shaped like a wayside boulder, and stood at the foot of a tree for deceptive purposes, while it is camouflaged by being strewn over with roadside grass. The second illustration shows a German concrete-built blockhouse, loopholed for both observation and machine-gun purposes—[French Official Photographs.]

## The Western front: Our Messenger-Pigeon Service.



## AT HEADQUARTERS: CYCLISTS TAKING PIGEONS TO THE TRENCHES; THE MOTOR-LORRY "LOFT."

The Western Front Allies—British, French, and Belgians—use pigeons as message-carriers in conjunction with despatch-riders, the telephone, field-telegraphs, and wireless. In previous issues we have given illustrations of the French and Belgian methods and arrangements in the field. They are similar to ours. As the upper illustration of one detail in the working of the British

service shows, the birds are taken in crates to the trenches by cyclists and there released as necessary with messages, to fly "home" to their motor-lorry "lofts," which remain meanwhile at staff headquarters behind that section of the front. It is not stated what methods the Germans take, if any, against the transmission of messages by pigeons. [Canadian War Records.]

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As difficult ground for track  
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Nov. 28, 1917

Service.

Nov. 28, 1917

THE ILLUSTRATED WAR NEWS.

[Part 77  
New Series]—9



## Western front Railway Work, British and German.



### E MOTOR-LORRY "LOFT."

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### WAYS OF BINDING A TRACK ACROSS A WATER-LOGGED MORASS; A CAMOUFLAGED GERMAN LINE.

As difficult ground for track-laying as railway engineers ever encounter is where a line crosses marshy ground. How the task was accomplished by our field engineers at a certain place in the war-area is shown in the upper illustration. First, a sufficiently firm "bottom" or foundation for the track, to prevent the permanent-way sinking during traffic, is created by tipping loads

of stones into the spongy morass, until a "road" appears above water. Brushwood fascines weighted with layers of stones are used in emergency. The levelled stone surface is flattened, planed over and surmounted with crib-work to take sleepers and rails. The lower illustration shows German camouflage to hide a light railway by laying the line under the bushy foliage.—[Official Photos.]

## With the British on the Western front.



## ITEMS : A TRANSPORT DEPOT IN A FORTRESS ; MAKING SCALING-LADDERS FOR TRENCH-RAIDING.

The upper illustration shows a transport depot, with mule teams below, on the raised terrain, within the outer belt of the ramparts of a certain "place of arms" on the Western Front. In the lower illustration, men are preparing scaling-ladders for a night raid along German trenches in the neighbourhood. The ladders are for quickly getting out of the deep German trenches after the

raid. Trench-raiding is a form of harassing tactics, the enemy, it is notorious, particularly dislike, but which we find particularly useful. Raiding serves not only as a means of wearing out the Germans, but it is also useful as bringing in prisoners from whom valuable information can usually be got in cross-examination by officers of the Intelligence Staff.—[Official Photographs.]

## SUGGESTING THE

At a first hasty glance at the illustration on the right, one might think that the Austro-German "Leaning Tower" of Lombardy and Tuscany, a famous structure, here seen tilted away and the remainder

Nov. 28, 1917

Nov. 28, 1917

THE ILLUSTRATED WAR NEWS.

Part 17  
New Series 11

front.



## A Memento of the German Bombardments of Ypres.



SUGGESTING THE "LEANING TOWER" OF PISA AFTER BOMBARDMENT: YPRES RESERVOIR TOWER.

ERS FOR TRENCH-RAIDING.  
form of harassing tactics, the enemy,  
dislike, but which we find particularly  
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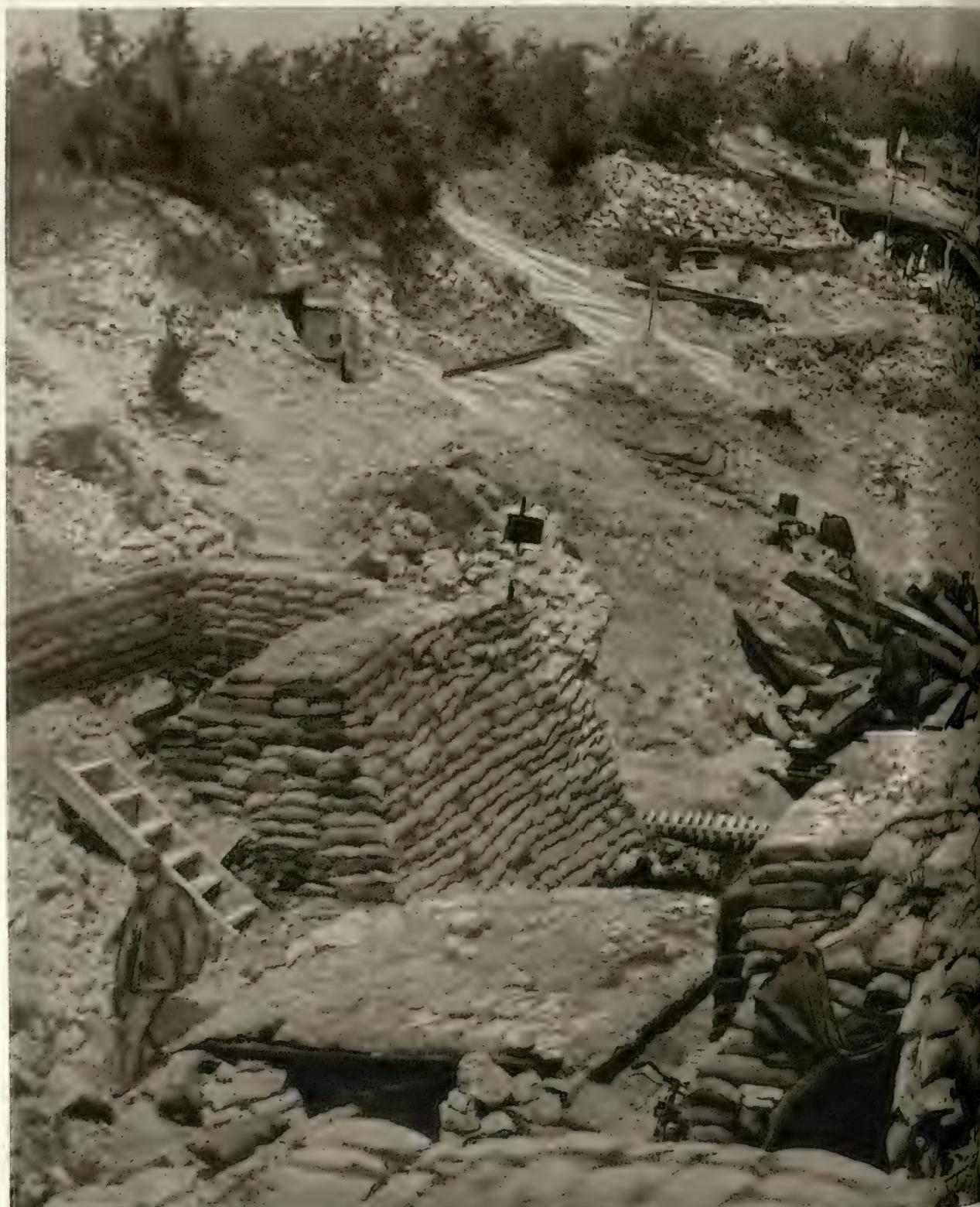
At a first hasty glance at this illustration, the reader might almost think that the Austro-German invaders of Italy had swept across Lombardy and Tuscany, and had bombarded Pisa. The wrecked structure, here seen tilted over, might well pass for the world-famous "Leaning Tower" of Pisa, with the upper portions knocked away and the remainder badly battered by shell-fire. It is, as

indicated above, the great water-tower reservoir of Ypres, as it appeared after being for over a year repeatedly hit by German shells. At first, apparently, the German artillery concentrated their fire specially on the Cloth Hall and the Cathedral. The Water Tower and Waterworks were obviously shelled to deprive the inhabitants of their drinking-supply.—[Official Photograph.]



## A German Dug-Out Warren

the Western



REPRESENTING MONTHS OF ENEMY TOIL: DUG-OUT SHELTERS FOR A LARG

Every natural depression is turned to account as shelter in Flanders, and especially where the surface rises in ridges of low elevation, as to the north of Ypres, with consequent intervening trough-like, shallow valleys. How one of these valleys, now captured by us, which had a sunken road running along it at the bottom, was made use of by the enemy by burrowing into the

FORCE IN THE BANKS OF  
shelving banks at either side  
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## the Western front after Capture.



DUG-OUT SHELTERS FOR A LARGE FORCE IN THE BANKS OF A SHALLOW VALLEY ALONGSIDE A SUNKEN ROAD.

ere the surface rises in ridges of low shelves in complexity, but little defence of the dug-outs was attempted, as their condition shows in the illustration, in spite of the imposing array of sand-bag traverses, on our "clearing-up" bombers ferreting out the Germans underground.—[Official Photo.]

DUG-OUT SHELTERS FOR A LARGE FORCE IN THE BANKS OF A SHALLOW VALLEY ALONGSIDE A SUNKEN ROAD.

## ROMANCES OF THE REGIMENTS: LXXVII.—THE 91ST HIGHLANDERS.

## BILLETS.

HERE is no tale of fighting, or of tartans waving on the stricken field, for the gay young Ensign of the 91st who is the hero was for the time being attached to the Portuguese. He had been appointed to the 20th Portuguese Regiment, and went to Campo d'Ourique Barracks, Lisbon, to join; but his gazette hung fire unconsciously in that land of official dilatoriness. As he loitered about the town, amusing himself tolerably well, for he was a merry blade, the Commandant of the British Depôt got wind of him. Now this worthy Colonel was dead nuts on idlers, and made a hobby of hunting them up—or down. He sent for the Ensign, and asked awkward questions. The story that our young man was waiting to be gazetted to a Portuguese company did not help much, and the unemployed was ordered to join the depôt and do regular guard duty until his appointment should be confirmed. He was put on guard at once; but the same day Heaven or "To-Morrow"—the

other god of the Peninsula—sent out the gazette. Mr. Ensign, now honorary Portuguese Captain with a company of his own, joined his new corps.

With that his life in billets brought him endless variety. It was his luck usually to be

quartered in good, sometimes even in aristocratic, houses. His host for a time was a Marquis, whose household amused the guest exceedingly. The Marquis was a nonentity. The breeches were worn by the Marchioness, a faded beauty, once the belle of Lisbon. She had a son, twelve years old, whose studies were supposed to be guided by an Irish priest. But that earlier Irish literary movement had no power over young Portugal. His Reverence used to groan to the Highlander that the boy could neither read nor write, nor was ever likely to, for his mother backed him up in all disobedience. Fearing to lose a

good billet, the priest suffered in silence. His poverty, and not his will, made him even as the Apothecary.

[Continued overleaf.]



ITALY'S NEW GENERALISSIMO, GENERAL CADORNA'S  
SUCCESSOR: GENERAL DIAZ, PREVIOUSLY CHIEF  
OF THE ITALIAN HEADQUARTERS STAFF.



THE ALLIES' HELP TO ITALY: ALLIED MINISTERS AND GENERALS AFTER SEEING THE KING OF ITALY  
AT PESCHIERA, SOUTH OF LAKE GARDA.

In the front row are, reading from left to right: General Foch; M. Painlevé (the then French Premier); Signor Orlando, the Italian Premier (with hands in pockets); Mr. Lloyd George; Signor Sonnino (bare-headed); General Smuts (in uniform); M. Franklin Bouillon, the French Minister who interpreted Mr. Lloyd George's Paris speech, sentence by sentence; General Sir W. Robertson.



TO TAKE P

After the capture of the  
centred strong artillery  
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Reuter message from the  
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## HIGHLANDERS.

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[Continued overleaf.]



THE KING OF ITALY

Signor Orlando, the Italian Prime Minister; M. Franklin Bouillon, Sir W. Robertson.

## A British Artillery Column at the front.



## TO TAKE PART IN A GREAT GUN-DUEL: ARTILLERY MOVING UP DURING AN ADVANCE.

After the capture of the Passchendaele ridge, the Germans concentrated strong artillery fire on the new British positions, but unavailingly. "If the German shelling has been heavy," says a Reuter message from the Front, "our reply has been even more terrific, and wounded Canadians coming back from beyond Passchendaele speak with the greatest admiration of the work of

our gunners. Whenever there has been a threat of infantry attack, our barrage has settled down like a curtain over the devoted area. . . . Under the volume of our counter-battery work, the German gun-positions grow more and more difficult to maintain. It is doubtful if so fierce and concentrated an artillery duel has been seen upon this front this year."—[Official Photograph.]

From the Marquis, the officer passed to the house of a rich hidalgo and contractor at Belem. This worthy was insulted at the idea of having to entertain a mere subaltern. Honorary captain's rank did not impress him, and he applied for some more dignified lodger. For the moment he signed the Lusitanian-Kiltie to a garret at the



ON GENERAL ALLENBY'S ROAD TO VICTORY: ONE OF THE CAMEL AND MULE TRANSPORTS, WITH ITS ESCORT, HALTED WHILE CROSSING THE SAND WASTES OF SOUTHERN PALESTINE.—[Photograph by Topical.]

top of the principal staircase. There our friend was made very uncomfortable. One night he found the sheets on his bed dripping wet. He gathered them up in a bunch, and, going to the top of the stairs, kicked up no end of a row. No servants came in answer to his call. There was a big party at the house that evening. From where he stood, the Captain could see the hall full of guests. Many fine equipages waited at the door. The aggrieved roared lustily for the Senhor. At length the master of the house appeared, powdered footmen making ceremonious way for him. The orator aloft continued his complaint, to his host's great wrath. Then the bad boy, heaving up his bundle of damp sheets, dropped them plumb on the old man's powdered head and knocked him flat. Roars of laughter from guests and servants greeted the hidalgo's fall. He was helped to retire, while some ladies abused the angry Briton aloft. Many condoled with the hidalgo's misfortune in being compelled to house a poor mad Englishman. Meanwhile, the officer went back to his garret, locked himself in, and, taking the least damp of his blankets, rolled himself up in it and spent a tolerable night

on the floor. Next day he removed, without taking formal leave. He heard no more of his escapade. If the hidalgo wished to report, he did not know where to find his adversary.

The young man's next quarters were with a silk-weaver, who was also inhospitable. He nailed up all the doors but the one by which his guest went out and in; he kept watch on him through a glass panel in his own bedroom door. Through this panel the weaver's pretty niece used to make faces at the Highlander, and cry "Oh, you English devil!" Becoming bolder, the damsel learned how to slip the nail out of the door, and began to pay visits, more or less friendly. But she always held a chair between herself and the Lowland-Highlander in her country's uniform. She might have liked him better in his kilt. Once he caught her, but let her off with a single gentle squeeze, so pitiful were her protests. The young

lady had a duenna, and before long the pair began to play practical jokes. One night the Captain awoke perishing with cold. By means of a stick thrust through the doorway, the door being set slightly ajar, the women had removed all the unhappy boy's bed-clothes. The stick was also used to stir him up in various ways on every



GERMAN PRISONERS TAKEN IN GENERAL MAISTRE'S VICTORY ON THE CHEMIN DES DAMES: A BATTALION OF THE PRISONERS MUSTERED BY COMPANIES AT A DETENTION-CAMP.—[French Official Photograph.]

possible occasion. He regretted he had not made that squeeze a really hard one. Nevertheless, he seems not to have been ill-pleased with his lot, for when the time came to leave that billet he was very good friends with the household. What tricks he played in return are not recorded.

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VICTORY ON THE CHEMIN  
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Nov. 28, 1917

THE ILLUSTRATED WAR NEWS.

[Part 71  
New Series] - I.

### In Rear of the fire-Trenches on the Western front.



OUR EVER-ADVANCING FRONT LINE: A COMMUNICATION-TRENCH BRIDGED FOR CAVALRY TO CROSS.

Trench-lines, however indispensable to infantry, are, in the case of other arms, obstacles to free movement. In particular is this so in places where it may be necessary to cross winding communication-trenches in rear of the fire-trench line. The deep trenches of the universal battle-zone pattern on the Western Front impede cavalry requiring to move out quickly to the front, and still more so

artillery batteries and transport-vehicles. To obviate the defect, especially nowadays when our troops of all arms are continually on the advance in one neighbourhood or another, light bridges of baulks, or logs, of timber, with a covering of soil, as shown above, are built over the trenches at many points, so as to enable the cavalry to cross at will.—[Official Photograph.]



## The Stream of Army Traffic on



### ON THE MOVE WITHOUT INTERMISSION AT ALL HOURS, BY NIGHT AND

The stream of war-service road-traffic on the roads of Northern France leading from the bases to the front, and at the front in Flanders, and within the war-area, goes on as incessantly as the London traffic in the Strand, and interminably. By night and day, in addition to the enormous and almost incredibly large freights carried on the railway and canal systems, road

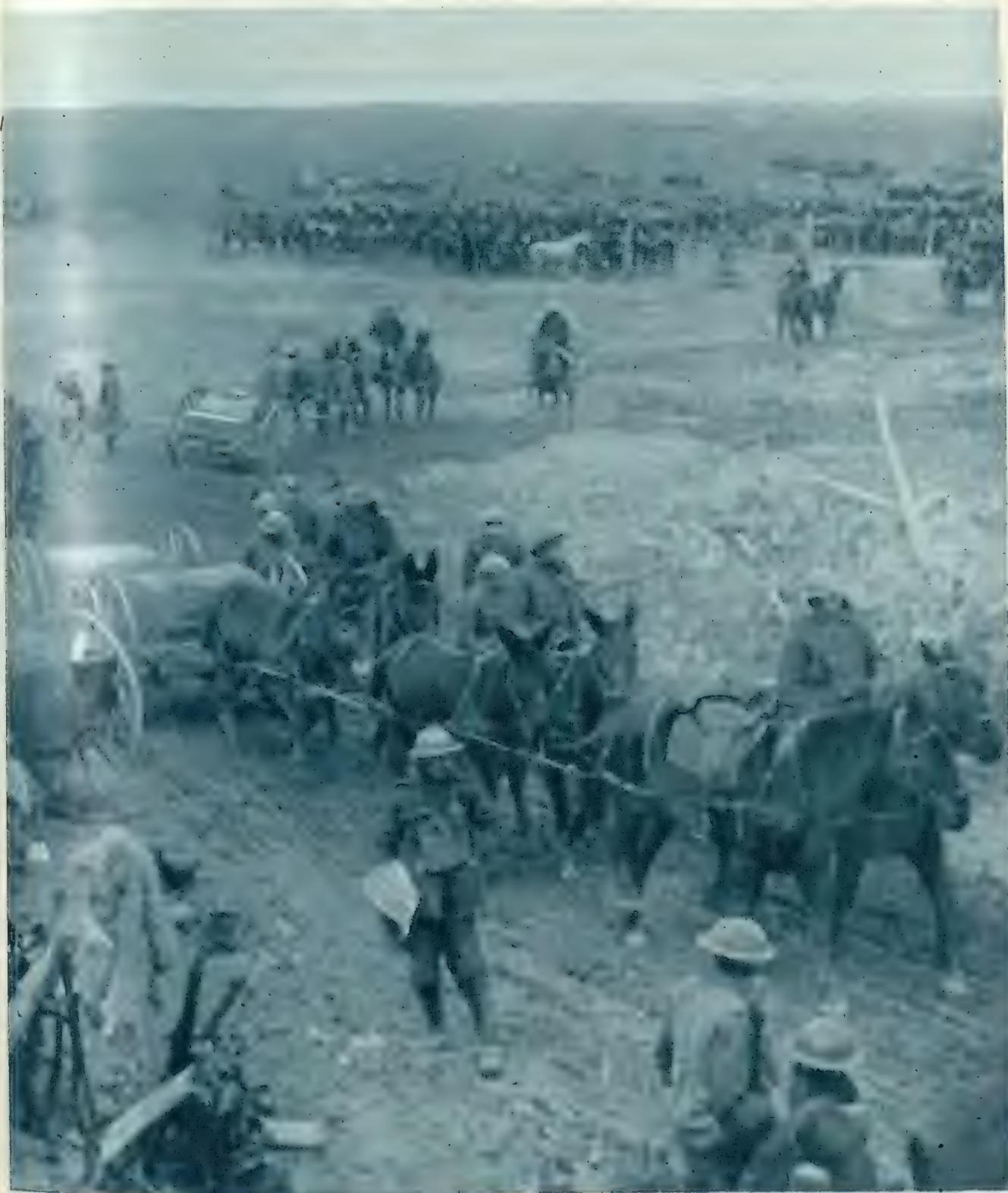
DAY: SERVICE VEHICLE

traffic in as large quantities as the other, in spite of de-

Army Traffic on

a Battlefield Road in flanders.

THE ILLUSTRATED WAR NEWS, Nov. 28, 1917—[Part 77  
New Series]—19.



AT ALL HOURS, BY NIGHT AND  
DAY: SERVICE VEHICLES OF ALL KINDS PASSING AND REPASSING.

to the front, and at the front  
Strand, and interminably. By  
railway and canal systems, road  
traffic in as large quantities is ever passing to and fro. The scene of endless movement, at a place where one of the newly  
made military roads traverses a former battlefield of only a few days before, forging its way stolidly ahead, in one direction or  
the other, in spite of deep mud, shell-holes, and wayside breakdowns, is shown in the illustration.—[Official Photo.]

Bringing Up a field Artillery Gun on a B



THE ROADWAY KNEE-DEEP MUD, AND THE DIPS IN IT AND SHELL-HOLES, PONDS : A

When the guns are ordered forward during an advance, they take the straightest way to their new positions, either by battlefield road or across country, according to the urgency of the situation. Obstacles in their route, unless plainly impassable, are faced and got over as best may be. In the illustration, a gun-team of a field-artillery battery are tackling a bad bit

on a battlefield road, which prove sometimes here seen, that the gun

## a field Artillery Gun on a Battlefield in flanders.



### , AND THE DIPS IN, IT AND SHELL-HOLES, PONDS: A HARD PULL FOR AN EIGHT-HORSE TEAM.

their new positions, either by battle-  
their route, unless plainly impassable,  
illery battery are tackling a bad bit

on a battlefield road, where the rains have swamped everything, and turned the soil into deep mud, concealing flooded shell-holes which prove sometimes ponds of unknown depth, and all but impossible to flounder across. So heavy is the going in the case here seen, that the gun is eight-horsed.—[Drawn by H. W. Koekkoek from Material supplied by an Eye-Witness.]



## Motor-Bus Joy-Riding of



CONSTANTLY BRINGING UP REINFORCEMENTS ON JOURNEYS TO THE FRONT:

The other day a story from the front went the round of the papers, as having been told by an artilleryman on leave, to the effect that both he and the six horses of his gun-team had been through the war from the first day of the Mons retreat to the present time, and that not one had suffered a scratch. That story makes one wonder on looking at the above illustration

a Real Sort



MOTOR-BUSES ON THE  
of ex-London motor-buses  
the immense array of m  
across during August and

Joy-Riding of

a Real Sort at the front.



MOTOR-BUSES ON THE RETURN JOURNEY BRINGING MEN FROM THE TRENCHES.

of ex-London motor-buses bringing battalions recently in action back to rest-camps for a spell of relief, what has become of the immense array of motor-buses originally sent to France. Hundreds of motor-buses, from London and elsewhere, went across during August and September 1914—how many, after three years of war, are still "on the road."—[Official Photograph.]

JOURNEYS TO THE FRONT:  
artilleryman on leave, to the  
day of the Mons retreat to  
king at the above illustration

Nov. 28. 1917

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THE ILLUSTRATED WAR NEWS.

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## On the British Western front in flanders.



NOTES : HORSES AT A BATTLEFIELD WATERING-POINT : STRETCHER CASES AT A DRESSING-STATION

Although for some little time past, previously to the Battle of Cambrai of November 20-21, not much had been said in correspondents' letters from the front about our cavalry in Flanders and Northern France, they were all the time keeping well up with the artillery and infantry battle-line. At every move forward as the German positions were taken, the cavalry followed closely, in

readiness for the opportunity ever nearing. Those attached to General Byng's Third Army have already had their foretaste. They have been camping on the battlefields on ground won from the enemy only a few hours before. The upper illustration shows a cavalry party at a watering-place, a stream, the course of which had been dug out to form a drinking-trough.—[Official Photographs.]

ON A BATTLE

In the upper illust  
a German battlef  
artillerymen as its  
after its capture b  
reorganised to som  
may be taken tha

## On the British Western front in flanders.



## ON A BATTLEFIELD: A GERMAN BLOCKHOUSE BEING USED BY OUR GUNNERS: A BIG-SHELL DUMP.

DRESSING-STATION.  
ring. Those attached to  
had their foretaste. They  
on ground won from the  
upper illustration shows a  
team, the course of which  
gh.—[Official Photographs.]

In the upper illustration is seen what up to a few days ago was a German battlefield blockhouse. It then had inside German artillerymen as its garrison. We see it here as the place appeared after its capture by us, and after it had been "tidied up" and reorganised to form a "strong point" for our gunners. It may be taken that we are looking directly at the original rear

face of the German work, as hastily re-fortified by our men with sand-bags, to protect our gunners in firing the reverse way to that in which the German guns pointed. In the lower illustration is seen a battlefield shell-dump formed in rear of one of our heavy gun-batteries amongst the ruins of a bombarded village.—[Official Photographs.]

## THE NEW WARRIORS: IX.—THE JIG-SAW SOLDIER.

A KUMEN is a pleasant boy, notorious for a little that matters, a couple of tabs and a band round his hat. As a fact, Akumen is a General Staff Officer, 3rd Grade of the Intelligence. At his appointed place he sits at his table with maps and papers and notes and gathers things in and sticks them together, until all the little bits of the big jig-saw of information are made into a large picture that is complete and satisfactory and useful.

One day there appeared (oh, it was long ago) in the British communiqué a line telling that an enemy H.Q. had been shelled and destroyed. A little while later the Germans mentioned that one of their Generals had been killed at the front. Akumen had destroyed that H.Q. and killed that General.

He had received a message from a Scout officer stating that behind the German line a number of men, probably orderlies, had been seen making their way, at odd times, in the direction X—T on the map. He had received, from an entirely different part of the sector, a note

saying that several men, probably orderlies, had been noted moving from X towards P on map. Said men had been carrying objects—some wallets, some papers; Bombing officer who had reported had watched proceedings from selected O.P. through telescope. From the local Wing an aeroplane report was sent back to Akumen about many matters. Embedded in a mass of material concerning gun-positions, billet-positions, dump-positions, and the like, was a fragment about motor-cyclists. Motor-cyclists were using the road P—T, apparently dismounting at T, and returning to their mounts by way of P. The three messages were spread over a period of days, but Akumen had them docketed and to hand. He connected up the line. And his

facts. He knew, as most do, that cyclist despatch-riders are not so stupid as to race up on their panting mounts to the very doors of H.Q. That is unhealthy for any H.Q. It advertises it, and calls down the wrath of enemy gunners. They leave their bikes at a convenient distance, hidden

(Continued overleaf)



AMERICAN VISITORS AT A COAST AVIATION CAMP IN FRANCE: ONE OF THE PLANES BEING INSPECTED BY A DEPUTATION SENT OVER FROM NEW ORLEANS.—[French Official Photograph.]



A FRENCH BOMBING AEROPLANE WITH ITS ATTENDANT ESCORT PLANE: A BIG BRÉGUET AND A NIEUPORT "CHASER."

The big machine is a Bréguet "Bomber," the small one a Nieuport "Chaser." The Bréguet is built as a weight-carrier, hence its size; the other is its guardian aloft, having greater speed. It acts as escort to the bomb-dropper. In the Bréguet the pilot and passenger sit well down inside the high fuselage, characteristic of the type.—[French Official Photograph.]



A STRONG MAN

M. Georges Clemenceau, a devoted friend to the cause of France, Edward VII., and in the foundation of the

OLDIER.

probably orderlies, m X towards P on carrying objects—Bombing officer who proceedings from pe. From the local was sent back to rs. Embedded in a mass of material concerning gun-positions, billet-positions, dump-positions, and the like, was a fragment about motor - cyclists. Motor - cyclists were using the road P—T, apparently dismounting at T, and returning to their mounts by way of P. The three messages were spread over a period of days, but Akumen had them docketed and to hand. He connected up the line. And his hat cyclist despatched to race up on their doors of H.Q. That it advertises it, and my gunners. They ent distance, hidden

[Continued overleaf.]



BIG BRÉGUÉT

a weight-carrier, hence its the Bréguet the pilot and photograph.]

## A foe to Germany Since the War of 1870.



### A STRONG MAN AND A FIRM FRIEND OF ENGLAND: THE NEW FRENCH PREMIER, M. CLEMENCEAU.

M. Georges Clemenceau has long been prominent as an exceptionally devoted friend to Great Britain, and also as an irreconcilable hater of Germany. He was one of the intimate friends of Edward VII., and in days before the war greatly helped forward the foundation of the Entente Cordiale. Born seventy-five years ago, his hatred of Germany dates from the Franco-German War of 1870-1, when he visited the ruthlessly devastated districts of France immediately after the signing of peace. In 1870 the Germans showed themselves as much "Huns" in France as they have now; M. Clemenceau has never forgotten. He was Premier in 1908, and before again taking office recently, was at the head of the Army Committee.—[Photo, by Stanley's Press Agency.]

under a hedge for preference, and slip up to H.Q. shyly and on foot. That generally hides H.Q., but it did not on this occasion.

Akumen connected up the cyclists and the orderlies of the Scout officer with the wallet-carrying fellows of the Bombing officer. He noted that the three points, though seen from

sometimes give a hint, quite harmless in itself, which can be fitted into the careful and elaborate schemes that Akumen weaves. The nice interrogation of a prisoner will give good results. Prisoners need not talk—many prisoners do not mean to talk, and pressure is not put upon them; but facts can be elicited by oblique methods.

A prisoner may go away from the interpellating officer thoroughly convinced that he has said nothing, that he has covered up facts very carefully: nevertheless, the interpellating officer sends in a report to Akumen, and it is full of facts. They have been extracted by a cunning method of questioning that has left the prisoner unsuspecting. From prisoners' letters, diaries, papers, orders, front-line reports, the reports of agents whom the Germans do not suspect, from indications, from aeroplane observations, from

raids and patrols, Akumen gathers his scraps and pieces them together. The result may be something that hits the enemy suddenly at a weak spot at a weak moment; it may be the sudden, lightning-like long-distance destruction by shell-fire of hidden gun-positions or dumps that the Germans were perfectly confident were not suspected or discovered; or



CROSSING A BATTLEFIELD IN FLANDERS AFTER ACTION: AT WORK REMAKING A DESTROYED WOODEN BRIDGE OVER A NARROW, DEEP STREAM.

Official Photograph.

different angles, could all be enclosed in a rather waggly triangle. He drew the triangle on the map, and he said "Somewhere within that is an H.Q." There was no indication of a place for an H.Q. on the map, nor hint of it in any of his notes; still, that did not matter—H.Q.s are shy and retiring things. Akumen decided he must learn more. He sent polite notes to the Scout and Bombing officers demanding to know (on map, and as near as possible) the point of disappearance and appearance of orderlies. In a day or two he got his points back. Still the map yielded nothing. He then sent along to the F.O.O. nearest the debatable region, asking if there was anything untoward between points marked on map. The F.O.O. sent back word that between points named were a number of derelict shell-holes—shell-holes made by long-distance firing before the last push. Apparently deserted and useless.

Akumen ordered tersely, "Shell them." It was after the shelling that the report of an H.Q. destroyed and a General killed came through.

His work is done in many ways. Scraps of information are picked up from prisoners' letters and the letters of the dead. Enemy papers



EVERY-DAY DIFFICULTIES ON THE BATTLEFIELD ROADS IN FLANDERS: A TRANSPORT VEHICLE, TRAPPED IN A MUD-SWAMPED SHELL-HOLE, BEING HELPED OUT.—[Official Photograph.]

it may mean the blunting of a powerful German attack that was supposed to come as an entire surprise. Like Sherlock Holmes, Akumen tracks down German actions by clues, and his results are steadily and invariably good.

W. DOUGLAS NEWTON.

#### "E CHAWS OU

The description supplies the Camel Transport that the animal seen exceptional camel—one are less amiable, and poem "Oonts," still



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quite harmless in itself, the careful and elaborate weaves. The nice interro- will give good results. —many prisoners do not are not put upon them ; by oblique methods. A prisoner may go away from the interpellating officer thoroughly convinced that he has said nothing, that he has covered up facts very carefully : nevertheless, the interpellating officer sends in a report to Akumen, and it is full of facts. They have been extracted by a cunning method of questioning that has left the prisoner unsus- picious. From prisoners' letters, diaries, papers, orders, front-line reports, the reports of agents whom the Germans do not suspect, from indications, from aero- plane observations, from men gathers his scraps er. The result may be the enemy suddenly at moment; it may be like long-distance destruc- hidden gun-positions or ans were perfectly con- ected or discovered ; or



ROADS IN FLANDERS: PED SHELL-HOLE, BEING h.]

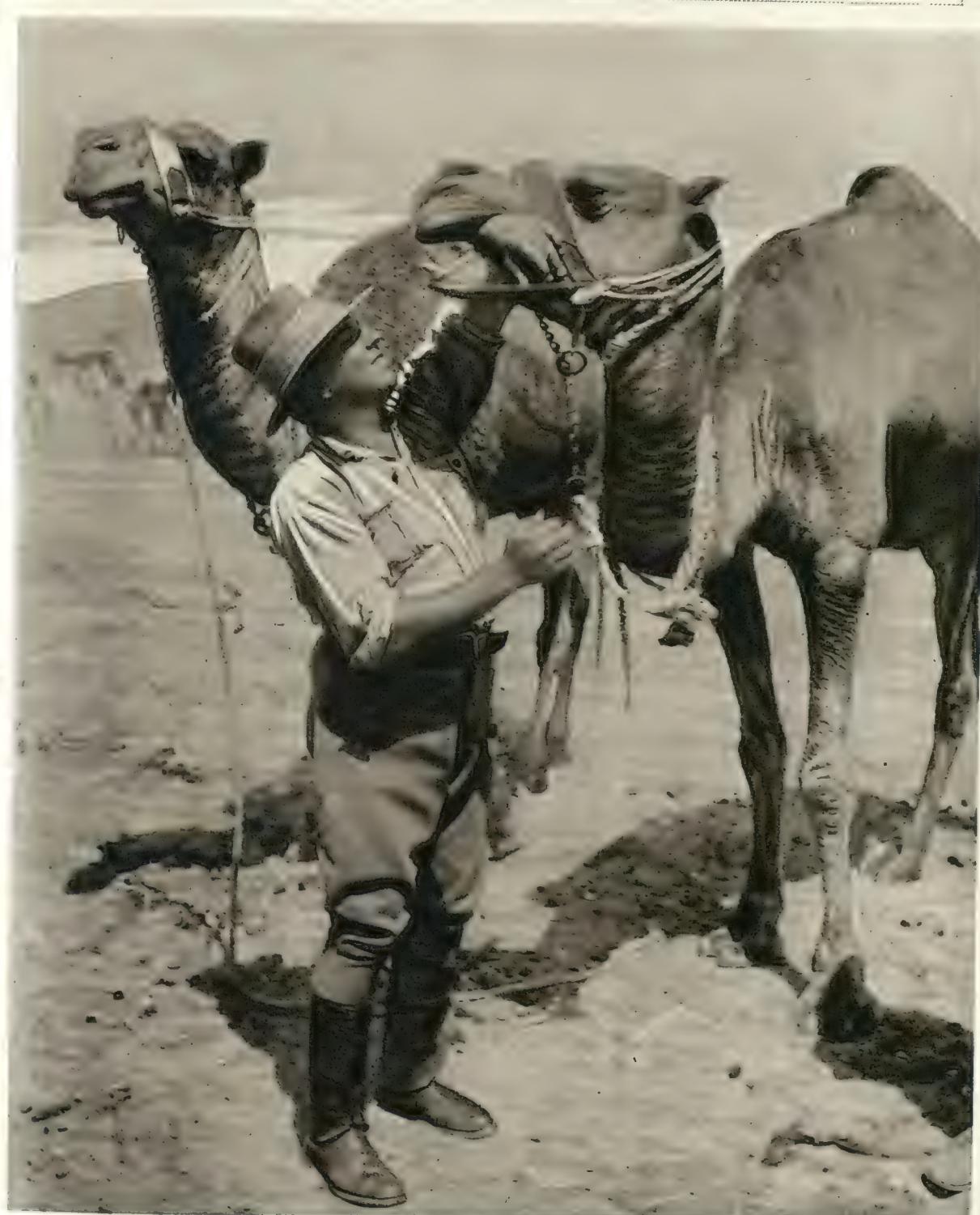
ting of a powerful Ger- supposed to come as an Sherlock Holmes, Aku- man actions by clues, steadily and invariably W. DOUGLAS NEWTON.

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### "The Commissariat Cam-u-el" in Palestine.

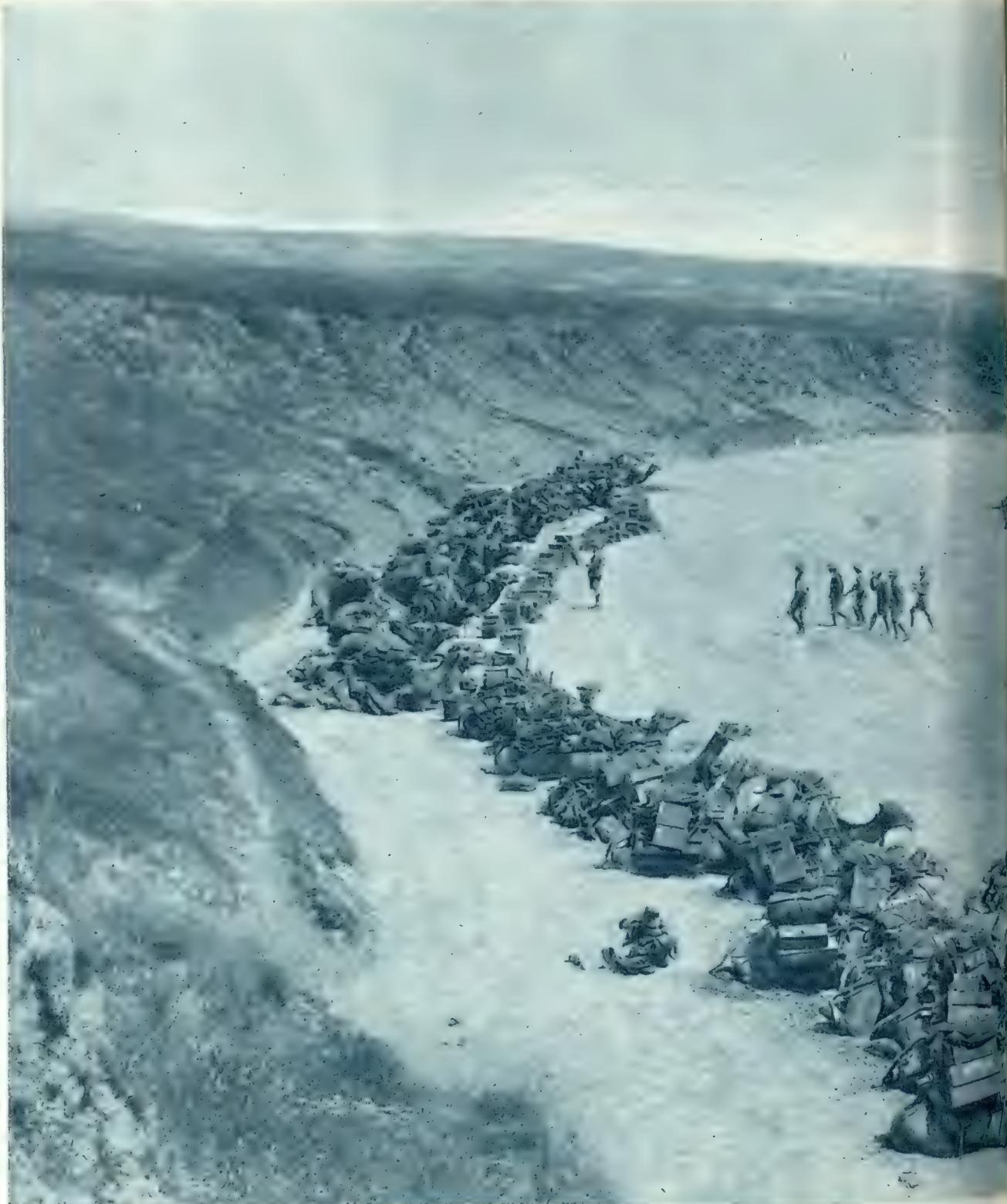


#### "E CHAWS OUR BLOOMIN' ARM"—BUT NOT, IN THIS CASE, IN MALICE: AN EXCEPTIONAL CAMEL.

The description supplied with this official photograph, relating to the Camel Transport Corps on the Palestine front, says merely that the animal seen with a soldier's hand in its mouth is "an exceptional camel—one in a thousand." Inferentially, the others are less amiable, and "the commissariat cam-u-el" of Kipling's poem "Oonts," still preserves the characteristics therein so vividly described. One verse in particular is recalled by our illustration—"O the oont, O the oont, O the hairy scary oont! A-trippin' over tent-ropes when we've got the night-alarm! We socks 'im with a stretcher-pole an' 'eads 'im off in front, An' when we've saved 'is bloomin' life 'e chaws our bloomin' arm." Elsewhere is seen a column of ammunition-camels.—[Official Photo.]



## The Camel's Part in the Palestine Campaign



"THE PROBLEM OF TRANSPORT IS ONE OF ENORMOUS DIFFICULTY . . . THE SUPPLY DEPARTMENT HAS

Camels have proved very useful in Palestine as ammunition-carriers. "The problem of transport," writes Mr. W. T. Massey from the British front there, "is one of enormous difficulty, and the efficiency of the Army has been put to a high test, and not found wanting. . . . The supply department have worked marvels." In another message, describing the character

Ammunition

WORKED MARVELS":

of the country, with its Ghuzze before Gaza, but the Engineers, in buildin

estine Campaign:

## Ammunition-Camels in a Wadi Before an Attack.



THE SUPPLY DEPARTMENT HAS  
transport," writes Mr. W. T. Massey  
Army has been put to a high test,  
er message, describing the character

WORKED MARVELS": A COLUMN OF AMMUNITION-CAMELS DURING THE BRITISH ADVANCE IN PALESTINE.

of the country, with its dry water-courses, he says: "These Wadis form substantial obstacles. None is so wide as the Wadi Ghuzze before Gaza, but all have steep banks, and when the regular crossings have been destroyed, much hard work is necessary by the Engineers, in building ramps before the torrent-torn water-course can be made passable for wheeled traffic."—[Photo, *Topical*.]

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## British Big Guns on the Western front.



### OUR WONDERFUL ARTILLERY: HOWITZERS IN ACTION; FITTING "GRANNY" UP IN A NEW HOME.

The mighty force of British artillery which the war has brought into being has accomplished wonders on the Western Front. Although there was not the usual preliminary bombardment before the recent advance towards Cambrai, the guns nevertheless played their part in the great victory by suddenly opening a terrific barrage fire behind which the Tanks and infantry moved forward.

Describing that tremendous scene in the early dawn, Mr. Perry Robinson writes: "Then to the left a great gun spoke, breaking into a moment of silence all alone. Far to the right there was a roar and flicker, and then, link by link, the whole line before us broke into a blaze. The air was filled with sudden tumult, with the crash and shock of guns."—[Official Photographs.]

### ANCIENT AND

"The artillery must war the mule has stories that have with it all he has courage, and he graph shows a lone

Nov 28, 1917'

## Mules and Motor Machine-Guns.



## ANCIENT AND MODERN: PACK-MULES; BRITISH MOTOR MACHINE-GUNS IN GERMAN HEAD-GEAR.

"The artillery mule's a mule," says Kipling, and in the present war the mule has lived up to his reputation. Many are the stories that have been told of his incorrigible mulishness; but with it all he has his good qualities, one of which is unflinching courage, and he has proved extremely useful. Our upper photograph shows a long column of pack-mules moving up with stores

through a battered village to the British front in France. In the lower illustration is shown, by way of contrast, a form of military locomotion that is as new as mule transport is ancient; that is, motor-cycles adapted for the carriage of machine-guns. The gunners are wearing German helmets and caps, souvenirs, no doubt, of victory.—[Official Photographs.]

## WOMEN AND THE WAR.

EVE has never been supposed to realise the value of money. In peace time, indeed, woman's supposed inherent incapacity for understanding financial affairs was considered so great that it was not thought worth while even attempting to teach her the rudiments of the subject. Indignant fathers raged against the inability of their daughters to "make both ends meet" on an attenuated dress-allowance; aggrieved husbands now and again publicly announced their determination of being no longer responsible for the debts contracted by their wives; and everybody, or at least a great many people, agreed that "you could never get a woman to understand money

More than that, she has fully established her ability to do her work with accuracy and thoroughness. So much so that no less august a body than the Institute of Bankers has hinted that women may hope one day to be admitted as members, and next year women will be eligible to enter for the preliminary examination. However, it is no use Eve allowing herself to be too dazzled by the glittering prospect of being admitted to the company of the financial great. The reform, if it comes, cannot in any case do so while the war is in progress, for its adoption would mean an amendment of the Institute's constitution. But it is something to feel that if, as is anticipated,



NOVEMBER IN THE FIELDS: WOMEN'S ROUGH WORK FOR THE WAR.

The women who are pluckily working on the land are realising the truth of the well-known line: "No sun, no moon, No night, no noon—November," but they keep at their task. This worker is driving three carts all day; while one is being laden with mangolds, she drives the second or third to and fro, often through deep mud and water.—[Photograph by C.N.]

matters," quite forgetting that no one had ever thought it worth while to try.

However, the last three and a half years or so have compelled a wholesale readjustment of commonly accepted views—those respecting women and finance amongst the number. When the pressure of war necessity forced banking officials to consider the advisability of admitting women clerks, there were not wanting those who declared that "the thing wouldn't work." The few who believed in woman's capacity for adapting herself to new circumstances were a little doubtful when it came to dealing with gilt-edged transactions. But Mars is no respecter of persons or of banks, and the petticoated bank clerk very soon became a commonplace of the financial world.

there is a development in international banking when peace comes, women may be allowed to take a hand in the business.

While the Institute of Bankers is, so to speak, trembling on the brink, the Chartered Institute of Secretaries has already launched away. It was only the other day that its President, at the annual meeting, called the attention of members to the fact that during the year the first woman member had been admitted to the Institute. The course, he added, was amply justified by her success in examination. It seems an excellent and perfectly sensible reason, and one can't help feeling that the same principle might be profitably applied in several other directions.

*[Continued overleaf.]*

for



### A LINK

The "Glatton," formed the link of the nineteen "Morarch"—a sister-ships, and

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## forerunners of the Grand fleet: War-Ships of All Ages.—XIV.



## A LINK BETWEEN MASTED AND MASTLESS TURRET-SHIPS: OUR FIRST MONITOR, THE "GLATTON."

The "Glatton," with a small group of sister or half-sister vessels, formed the link between the masted turret-ships of the 'Sixties of the nineteenth century—the ill-fated "Captain" and the "Monarch"—and the mastless turret-ships of the 'Seventies, of which the leading two were the "Devastation" and "Thunderer," sister-ships, and the "Dreadnought" of 1875. The "Captain"

was lost through carrying masts and sails combined with low freeboard. The "Glatton" was one of four single-turreted, mastless, low-freeboard monitors, built out of the Vote of Credit asked for on the outbreak of the Franco-German War of 1870-1, as coast-defence vessels. The set were failures, and the type was not repeated, the originals rusting out in the dockyards.

[Continued overleaf.]

Who would have thought that the war would have swamped the Women's Social and Political Union, inseparably linked with glass-smashing, not to mention other and more vigorous campaigns? There was a time, we can all remember it, when references to "country" and "Empire" were



IN A SEA OF MUD: WHAT WOMEN ARE PUTTING UP WITH.

The loyal girl seen here sticks to her work of tending pigs and sheep, although she has to make her way as best she can through a veritable quagmire.—[Photograph by C.N.]

received by the hottest Suffragettes with coldness, not to say indifference. But, with few exceptions, the women's suffrage organisations of the country have generously given their help in any direction most likely to help the efficient conduct of the war. And now the W.S.P.U., in a burst of extra enthusiasm, has changed its name to "The Women's Party," and intends to run a "whole-hogging" crusade in favour of the most vigorous prosecution of the war, as well as against Germanic influence in any shape or form in Britain, whether now or when peace comes.

Though the work of an optician was open to women before the war, recent events have done much to improve the prospects of women who enter it, as an article in the *Common Cause* the other day plainly showed. To begin with, the demand for opticians—trained ones—is in excess of the supply, and, as prejudice against professional women is disappearing, there are bright prospects before the woman who, having passed the necessary examinations set by the British Optical Association and the Spectacle-Makers' Company, sets up as a consulting optologist on her own account. There is a preliminary preparation covering a period of six months' or a year's training, according to whether the student attends the British Optical Institute in person or does most of her work by correspond-

ence. Her course completed, and the examinations successfully passed, there are two courses open to her. She can either become an eye-tester in an optician's shop, on an initial salary of a hundred pounds a year, or set up in business by herself.

With the resignation of Dame Katharine Furse from her post as Commandant-in-Chief of Women's V.A.D.s, that organisation loses the services of one who has been closely connected with its work and its development ever since it started life as an infant society to which neither military authorities nor private people were prone to attach much seriousness. Much of the success of the work done by the Voluntary Aid Detachments during the war is, no doubt, due to the exertions and enthusiasm of the late Commandant-in-Chief. Possibly the best idea of the value of her services in this direction is conveyed by a letter from "A Commandant of 1910" published in a paper recently. She writes: "While the newly formed V.A.D.s were yet a somewhat disparaged toy of the War Office and an object of derision among their friends, Mrs. Furse, by her splendid enthusiasm and untiring energy, in large measure prevented a dry-rot setting in, and with a small



LAND SERVICE GIRLS AT THEIR TASK: A SNAPSHOT FROM CORNWALL.

The heavy "going" in Flanders is one of the difficulties of our troops; and even at home the sticky earth clinging to the clothes of the women-workers on the land is a real test of their endurance. But, to their credit, they bear it all without a murmur. It is "war-time!"—[Photograph by C.N.]

pioneer band brought the venture through its storm-tossed youth to calmer days.

"She toured the Continent at her own expense to study at first hand the systems in being in France, Italy, etc., and also amassed a considerable Red Cross Library of Reference."—CLAUDINE CLEVE.

THE FIGHT  
RECOGNITION

ONCE more  
action  
Heligoland  
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WITH THE CA

The average daily

miles of Heligoland got under the and mine-field. One of the vessels was on fire; and obviously a which was astern, must have received severe damage to her machinery. The enemy mine-sweeper sunk. We had in ships, and the damage to our very slight. The ties were also inconsiderately submarine in the period were not quite encouraging as the previous weeks. The previous weeks that ten landings have been successful have to take with the fact that the Puster's definite that the pira

, and the examinations are two courses to become an eye-tester with initial salary of a £1000 a year. Set up in business by

ame Katharine Furse, in-Chief of Women's Aid Detachments, uses the services of those connected with its work since it started life. Both neither military nor civil people were prone to speak of the success of the Army Aid Detachments due to the exertions of the Commandant-in-Chief. The value of her services was acknowledged by a letter from the War Office published in a paper. While the newly formed corps was disparaged by the newly formed corps of derision among the public by her splendid work, in large measure due to her, and with a small



TASK: A SNAPSHOT  
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## THE GREAT WAR.

### THE FIGHT IN THE BIGHT—FURTHER RUSSIAN CONFUSIONS—LENINITE ANTICS—RECONQUEST OF PALESTINE—DEATH OF GENERAL MAUDE—EAST AFRICA.

ONCE more there is something like a naval action to report. On the 17th, in the Heligoland Bight, enemy light cruisers were chased by British light cruisers to within thirty

although it may continue to do us harm in varying degrees for some time to come, is surely doomed to failure. Against the week's losses in merchant-ships we have to set the pleasing news

that in one day our sailors had sent five enemy submarines to the bottom. One of our patrol vessels has been torpedoed in the Mediterranean.

In Petrograd the reign of anarchy continued. The Bolsheviks had control of the capital, but showed few signs of any ability to govern the country. A split was reported in their ranks, and large forces were said to be approaching both Petrograd and Moscow, but for what purpose was not known. Kaledin, the Hetman of the Don Cossacks, was said to be in control of the Donets region, the Russian coal-field. He

was said to have stopped all food supplies for Petrograd. Kerensky's flight was said to have been confirmed by his secretary. From the same source

[Continued on page 40.]



WITH THE CAMEL TRANSPORT CORPS IN PALESTINE: PREPARING CAMEL FODDER  
AT A CAMP.

The average daily camel ration in the Egyptian Army service is ordinarily about 15 lb. of chopped straw with 12 lb. of beans.—[Official Photograph.]

miles of Heligoland. It was only when the enemy got under the protection of their own battle fleet and mine-fields that our pursuing squadron retired. One of the enemy's vessels was seen to be on fire; and another, obviously a lame duck which was dropping astern, must have received severe damage to her machinery. An enemy mine-sweeper was sunk. We had no losses in ships, and the material damage to our craft was very slight. Our casualties were also, happily, inconsiderable. The submarine returns for the period just ended were not quite so encouraging as those of the previous week, seeing that ten large ships have been sunk; but we have to take the lean with the fat, and we have the Prime Minister's definite assurance that the pirate menace,

was said to have stopped all food supplies for Petrograd. Kerensky's flight was said to have been confirmed by his secretary. From the same source



INTERESTING IN CONNECTION WITH ONE OF OUR FAMILIAR NATURAL HISTORY MYTHS:  
CAMELS OF THE CAMEL TRANSPORT CORPS ON THE PALESTINE FRONT RETURNING  
FROM WATERING.

Camels can often go three days without water, after that their strength declines. If a camel has to go without water for five or six days, the limit with nine out of ten camels, it takes a month or six weeks to recover its strength. A very thirsty camel can drink 12 gallons at a watering.

[Official Photograph.]



## A Unit of a Squadron Whose Career

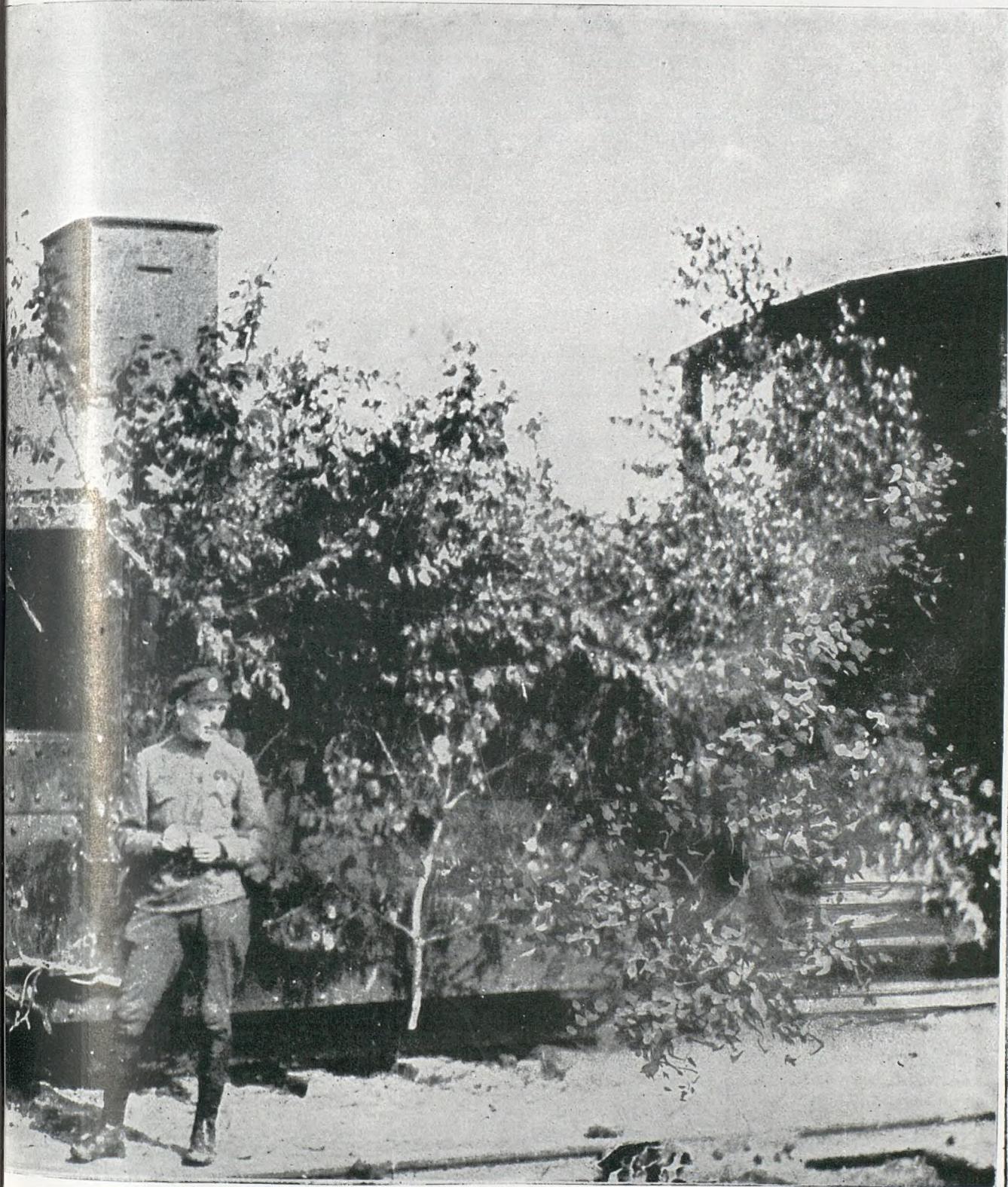
Has Been a



NOW IN ENGLAND FOR A REST AFTER TWO YEARS' CAMPAIGNING ON THE EASTERN  
An effective piece of camouflage is shown here, on one of the armoured cars of Commander Locker-Lampson's squadron, the  
members of which have recently returned to England for a rest. The photograph was taken shortly before the squadron left  
the Eastern front, where, during the Russian débâcle, they tried heroically to save the situation in several actions. Illustrations

FRONT: ONE OF COMMA  
of the gallant Commander  
The fighting career of the s  
Archangel, traversed Russia

ron Whose Career Has Been a Romance of War.



CAMPAGNING ON THE EASTERN FRONT: ONE OF COMMANDER LOCKER-LAMPSON'S ARMOURED CARS CAMOUFLAGED.

der Locker-Lampson's squadron, the men shortly before the squadron left on in several actions. Illustrations

of the gallant Commander and some of his men trying to stem runaway Russian soldiers were published in previous issues. The fighting career of the squadron has been a romance throughout. After a preliminary campaign in Belgium, they landed at Archangel, traversed Russia to Persia, fought there, and then in Roumania and Galicia for two years.—[Photo. by C.N.]

ame a statement that Korniloff, contrary to former accounts, had taken no part in the fighting, and was still in prison. Yet another report declared that Kerensky had shot himself. Rumour had it that the Entente Ambassadors were preparing to leave Petrograd, and that the Legations were protected by Polish soldiers. Through Geneva came a story that the Grand Duke Nicholas had arrived at Kaledin's headquarters at Kharkoff, and offered his services. Kaledin, the message continued, had accepted the Grand Duke's services and put him in command of the Cossacks, and had promised to restore the Romanoffs and to proclaim the Grand Duke Regent. A Leninite offer of an armistice moved Petrograd to laughter.

occupied by the Scottish troops. On the 20th, mounted troops were in contact with the enemy four miles west of Bireh, on the Jerusalem-Shechem Road.

From Mesopotamia, the British forces have suffered the severest of personal losses through the death of their great leader, Sir Stanley Maude. General Maude, a soldier little known until our misfortunes in the East declared him the man for Mesopotamia, entirely justified his selection as our leader in that campaign. From the day he took a rather dark situation in hand the horizon has continually brightened, and every hour was adding to the success of the leader's work when he was suddenly struck down by tropical disease.



DURING THE ITALIAN RETREAT ACROSS THE TAGLIAMENTO: BURNING ITALIAN HANGARS AT AN AVIATION CAMP TO PREVENT THEIR FALLING INTO THE HANDS OF THE ENEMY.

From the outlying fronts this week, as last, still by far the best news was that from Palestine. Continuing his victorious progress, Sir Edmund Allenby took for his watchword, "Come, let us go up to Mount Zion." Yeomanry and Scottish troops—lads from Glasgow, Edinburgh, Greenock, Gourock, and Ayrshire—led the great advance, and gave the Turks plaguey knocks. Following the capture of Jaffa, General Allenby's mounted troops occupied Beit-Ur-et-Thata, twelve miles north-west of Jerusalem, on the 19th. On the 20th, the infantry, advancing into the hill country of Judaea, reached a line fifteen miles west of Jerusalem. On the 21st, while the situation north of Jaffa remained stationary, it was reported that Kuryet-el-Enab, six miles west of Jerusalem, had been carried at the point of the bayonet by Territorial infantry. Meanwhile, Beit Likia, five miles to the north-west, was

But there is no doubt that on the good foundations he has laid this good man's works will follow him, and be carried to a victorious completion. Nevertheless, the glow of recent triumphs has been greatly chilled by what can be only regarded as a calamity.

In East Africa further successful operations have been carried out, and the end may be said to be in sight. The German forces are closely hemmed in, in the south, near to the Portuguese border. Lutschmi has been occupied, thus bringing our troops within forty miles of the border. A large German camp has also been seized, and the remainder of the enemy's troops have been driven into the Kitangari Valley. Surrenders have been frequent, and captures numerous. The enemy has lost his last 4.1 gun, probably from the destroyed Königsberg, captured intact.—LONDON: Nov. 24, 1917.

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